



MARINE AIRCRAFT GROUP 26

Safety Bulletin

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Photo of the Week Inventive Ladder Extension ... Not!

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Displayed for you right here are a couple of crazy construction workers. Check out the method they're using to climb to the top of this steep roof. They've extended one ladder, which reaches to just above the middle of the roof. Then they took another ladder and balanced it on top of the first. Kinda like a life-sized erector set ... except these ladders aren't connected in any way.

Now it would be bad enough if these fellas were just climbing to the top to look around. But, fact is, they were carrying bundles of shingles way up there to replace the roof. It wasn't an easy task either. The guy at the top kept losing his balance when the ladder shifted, and neither was wearing a harness to break a fall.

Had these guys used Operational Risk Management, they never would have found themselves in this situation. Folks, there are better ways of doing business ... but I know you're all smart enough to recognize that. A job like this just ain't worth dying for.

2003 Selected Period Fatality Forecasts

	Thanksgiving		Christmas	
	through		through	
	New Year's		New Year's	
Motor Vehicle	Pred.	Actual	Pred.	Actual
Navy	5	7	2	1
Marine Corps	7	4	2	3
Navy/Marine	12	11	4	4
Shore/Recreation				
Navy	2	1	1	1
Marine Corps	1	1	1	0
Navy/Marine	3	2	2	1
Totals				
Navy	7	8	3	2
Marine Corps	8	5	3	3
Navy/Marine	15	13	6	5
	26-Nov-03		24-Dec-03	
	through		through	
	4-Jan-04		4-Jan-04	

Latest in Mishap Trends

FY04 Through 7 Jan 2004

18 Marines died in mishaps:

- Private Motor Vehicle: 13 (72%)
- Operational MV: 1 (6%)
- Off-duty Shore/Recreation: 4 (22%)

2004 Safety Planner

During the past 50 years, the Navy and Marine Corps dramatically cut mishap losses in many key areas. Despite this safety progress, mishaps still significantly affect all our resources and--most importantly--our people. This issue gained unprecedented visibility in July 2002, when the Secretary of Defense issued a challenge for all services to reduce preventable mishaps by 50 percent by the end of FY05. The Secretary of the Navy's strategies to meet this goal include best industry safety practices, providing necessary safety resources, and engaging all leadership levels. Both the Navy and Marine Corps have developed Mishap Reduction Plans, which heavily depend on leaders' involvement, from the deck plates and in the field to the highest command levels.

The 2004 Safety Planner offers a valuable tool in meeting this extremely difficult and rewarding challenge. We will optimize operational efficiency and readiness by supporting and promoting a "24/7" risk-management culture. We will do this by emphasizing leadership, technical guidance, and resources to protect personnel and material assets, prevent mishaps, achieve regulatory compliance, and control hazards, hazardous occupational exposures, and associated costs.

The 2004 Safety Planner details numerous opportunities for improving our safety knowledge, programs and communication. If we take advantage of these opportunities in an energetic and creative manner, we will make significant progress on our road to meeting the 50 percent reduction goal.

--RADM Richard E. Brooks, Commander, Naval Safety Center

[Download the 2004 Safety Planner](#)

(Note: Planner is a 3.4 Mb .pdf file)

Traffic Safety Stats

(Number of tickets issued aboard MCAS New River) for the Week of 28 Dec 2003 through 4 January 2004

- Speeding: 9
- Failure to Stop: 3
- Failure to Wear a Seatbelt: 4
- Use of Radar Detector: 2
- Driving under Suspension: 3
- Expired Insurance/License/Registration: 3



Socks and Ice Don't Mix

2003 Darwin Award Reader Submission

"Derek" was watching a television marathon on a Christmas Eve a few years ago. At around 4 am, the television stopped working. He concluded that it was a problem with his satellite on the roof. He fetched a ladder and set it against his roof. At 4 am, however, it is still very dark and nearly impossible to see so our hero climbed onto his roof with a flashlight in one hand and a screwdriver in the other. One should realize that in the winter months at night, surfaces get iced over and very slippery. Derek didn't want his feet to get cold, so he had donned socks for the adventure. While trying to figure out what was wrong with the satellite, Derek dropped his flashlight and it rolled off the roof. In an attempt to stop his light from falling, Derek lunged for it. He missed and slipped on the slick ice that had accumulated on the roof. He fell off the slanted roof and landed on his back. Just when he thought things couldn't get any worse, the screwdriver plunged into his thigh. Nobody found Derek for several hours, lying half-naked in his backyard. Derek suffered a concussion and required surgery to repair his thigh. Regarding the television, he'd accidentally sat on the remote and switched it to VCR mode.

MOTOR VEHICLE SAFETY COURSES

DRIVER IMPROVEMENT COURSE

Date: Jan 14
Place: AS-212, Room 121A
Time: 0730-1600 (first 25 Marines, so be early)

REMEDIAL DRIVER IMPROVEMENT COURSE

Date: Jan 9
Place: AS-212, Room 121A
Time: 0730-1130

Motorcycle BASIC RIDER COURSE (23 hours)

Fri 1700-2200 and 0700-1700 Sat and Sun.
Jan 9-11, 16-18, 23-25, 31- 02 Feb.
(Classes are held at Camp Johnson, call 938-6294 for details)

Motorcycle EXPERIENCED RIDER COURSE (11 hours)

The experienced rider must have an endorsement on his drivers license.
Fri 1700-2200 and Sat 0700-1300.

March 5-6.

No permit is required to take the course at CCCC; however, an endorsement or proof of purchase/ownership is required to receive a voucher for the MCAS Safety Office to pay for the class. The Marine must present his driver license and ID card to receive the voucher. If the Marine has a motorcycle endorsement, he will need to take the experienced rider course. The phone number at Coastal for registration is 938-6294.